

employment to the urban unemployed or underemployed poor through encouraging the setting up of self-employment ventures or provision of wage employment by utilising their labour for construction of socially and economically useful public assets.

(b) A sum of Rs. 606.63 lakhs has been allocated during the last five years to the State Government of Himachal Pradesh under Urban Poverty Alleviation Programmes.

(c) Guidelines have been issued to all the States/UTs for the effective implementation of the schemes. Government is monitoring the scheme through the quarterly progress reports, review meetings and field visits.

### **Redressal of basic problems facing Delhi**

504. SHRI P. PRABHAKAR REDDY: Will the Minister of URBAN DEVELOPMENT AND POVERTY ALLEVIATION be pleased to state:

(a) whether Government's attention has been drawn to the newsitem, "At 90, Delhi is doddering capital" appearing in the Times of India, dated 6th January, 2001;

(b) if so, Government's reaction thereto; and

(c) the steps contemplated to address the problems highlighted in the news report particularly relating to the drinking water, electricity, pollution and traffic bottlenecks?

THE MINISTER OF URBAN DEVELOPMENT AND POVERTY ALLEVIATION (SHRI JAGMOHAN): (a) Yes, Sir.

(b) and (c) Delhi Jal Board has stated that for meeting drinking as well as other requirements about 800 MGD of water is required, however, at present on an average, about 630 MGD portable water is produced by optimization. To meet the gap of about 170 MGD the various measures have been taken *i.e.* water treatment plant at Nangloi has been partly commissioned, necessary action has been taken to complete the remaining work. 20 MGD water treatment Plant at Bawana is to be completed by March, 2001 and to be commissioned thereafter. The construction work at 140 MGD water treatment plant at Sonia Vihar have been started and will be completed by December, 2003. Further to augment the ground water storage and control decline of water levels, Delhi Jal Board has taken up project of rain water harvesting. 41 projects have already been completed and work on 17 is in progress.

Delhi Vidyut Board has stated that the power demand in Delhi is growing at 7-8% per annum on an average. DVB has met the highest ever peak demand of 2670 MW in summer of 2000. This demand was met by DVB from its own generating stations to the extent of 350 — 400 MW, from Badarpur Thermal Power Station in the range of 550-600 MW and from the allocated / unallocated shares from the Centrally sponsored generating stations in the range of 1400-1500 MW. DVB had also entered into bilateral agreement with Himachal Pradesh state electricity Board for purchase of power to meet the demand during summer months (April — September, 2000). Power to the extent of 120 MW on an average was made available by HPSEB under this agreement. Further, in order to increase its own generation capability, Delhi Vidyut Board has awarded the work of 330 MW "Pragati Combined cycle Gas Project" on Trunk basis to M/s. Bharat Heavy Electricals Limited. The work on this project has already started. The first gas turbine is expected to be commissioned in January, 2002, second in March, 2002 and the complete project in November, 2002.

According to National Capital Region planning Board traffic and pollution problems in Delhi have increased in view of phenomenal increase in vehicular population, Delhi's dependence on road based public transport systems 65% to 70% of the pollution load is contributed by motorised transport. Polluting industries also contribute to the pollution in Delhi, a number of transport studies like Development of outer and inner Grid roads, Faridabad-Noida-Ghaziabad, Kundli-Ghaziabad and Ghaziabad-Meerut Expressways, Regional Rail Rapid Transport System in NCR, Ring Road as Urban Expressway, etc. have been undertaken to improve transport situation in NCR and Delhi. Initiatives taken for shifting / relocation of polluting industrial units, introduction of CNG buses and para transit, Euro-II norms further reduce pollution in Delhi.

NCRPB have further reiterated that the Master Plan 2001 (MPD-2001) would cater to the changing requirements of the city and guide its development in a planned manner, stressed on efficient circulation and improvement of mass transport systems in Delhi being an integral part of its region. It has also foreseen the nationalisation of land use pattern to minimise number and length of trips, separation of goods and passenger and slow/light and fast/heavy traffic in order to facilitate smooth movement within the city and reduce the pollution load.